Dual Sport News

... Newsletter of the ***Dual Sport Owners Group***

March/April 1999

SUZUKI

DR350SE

INSIDE THIS ISSUE: ☞ 1999 Suzuki DR350SE ☞ Dual Sport Sidecars ☞ Bar Packs ☞ Michigan Trail Safari ☞ KLR650 Carburetor

PERSPECTIVE

Gino Pokluda

Gentleman's Dual Sport

"Why can't someone build a gentleman's dual sport?" my neighbor asked. "I want a dual sport with a low seat, a nice rounded tank, a steel headlight bucket, and doesn't look like a 4th grader painted it in art class," he continued. He went on to list other requirements of the "Gentleman's Dual Sport" such as a rack on the back, full gauges and, most importantly, a low price. "Not all gentlemen make enough money to afford a $7,000.00 toy," he finished.

First let me point out that my neighbor is in his mid 50's and has more miles on motorcycles than most of us. He is also short on inseam, but loves to trail ride and reminisces frequently of bygone days on Yamaha DT175's. Second, I whole heartedly agree with him that there is no gentleman's dual sport in the States that is reasonably priced. Yes, I am aware that there is a bike called the BMW F650. As nice a motorcycle as it is, the F650 is simply not affordable for the masses and has a bit more plastic than many riders care for.

As far as I know, there is only one motorcycle that fits the bill, and it is not available here. That bike would be the Honda SLR650, available only in Europe at this time. Oddly, the SLR was originally aimed at being a low buck KTM Duke chaser. As is usual in the world of Honda's design by committee, however, the SLR650, a joint effort between Honda and Montessa manufactured at the Montessa factory in Spain, came rolling out the door without an identity. Usually this is a bad thing with bikes becoming so homogenized, they look and feel vanilla when compared to their counterparts. However in the case of the SLR, this was a good thing. The resultant SLR650 became not the Duke chaser it was intended to be, but a big bore scrambler that could be extremely entertaining on dirt roads. The European press has had mixed reviews of the SRL, mainly because most of the testers are too young to remember the scrambler era and think a bike has to have 12 inches of travel to be called a dual sport or at least 60hp to even be considered for street riding.

The SLR650 strikes the happy medium with a 19" front wheel and 17" rear, allowing for use of street biased dual sport tires. A relatively low seat height of 32 inches and light weight of 350 lbs. makes the SLR a boon for commuting and weekend dirt road barnstorming. A sensible amount of suspension travel, 8 inches front, 7 inches rear, make for a plush ride and a 3.2 gallon fuel tank will give you plenty of range, though not up for an Alaska trip. The SLR is mostly based on the Honda Dominator, which was our NX650, and uses the tried and true Honda 644cc RFVC single, which means it would be a no-brainer to pass US emissions standards.

Right about now I can sense the rolling of eyes by more our dirt oriented dual sport brethren and probably by our street oriented riders too. But the fact of the matter is, is that there is no inexpensive, low height, 600+cc semi dual sport in the US market. The closest thing in the price range of the SLR650 is a Suzuki DR650SE with the lowering option which still leaves the seat at a towering 33.5 inches and still has the enduro look that turns so many buyers like my neighbor off. I think Honda would do well to bring this machine in to the US, marketed as a return of the scrambler. After all, nostalgia is the hot thing these days and I see no reason why it should not be introduced to the dual sport world. Maybe it is time for the Gentleman's dual sport.

Send subscriptions, comments, articles to:

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Disclaimer

All technical tips, product reviews, bike modifications and any other advice printed in *Dual Sport News* are only for the purpose of information sharing. Modifications made to your bike are your responsibility and *Dual Sport News* assumes absolutely no responsibility for accidents that occur anywhere in the world.

Gino Pokluda. Editor

WHAT'S NEW

Cover Photo

The 1999 DR350SE, probably one of the most successful 350cc dual sports ever. If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

THANKS!

In my haste to get the last issue out, I was remiss in thanking R&S Kawasaki in Albuquerque, NM for the loan of their only 1999 KTM LC4 for evaluation.

Check us Out!

www.dualsport.org
Webmaster, Bill Haycock.

KLR650 Electronic Mailing List

The KLR650 mailing list is easily one of the more entertaining lists

(Continued on page 4)

Honda Lowering Link's by Quality Engine R&D

The latest addition to our lowering link kit's are our links for XR 600' s,88-99, and XR650's 94-99, They are CNC machined, out of billet, aircraft aluminum. You don't have to use your old bearings in this piece, it's ready to be bolted on. They lower the bike approx. 1.5 inches , and greatly enhance the bike's handling in every area. They have been thoroughly tested, and will withstand well over 10,000 pounds of force; many times over what's needed. They are polished and skin packed for display. For more information, call Steve Kesselring at Quality Engine R&D, 334-693-9203.

New Features in DSN

Dual Sport News is proud to announce two new features; LEATHER CHEEKS and Dual Sport Sidecar. LEATHER CHEEKS is the creation of Jim Wimmer. Look for some of the same real life motorcycle experiences you had on the back page of DSN. If you have ideas that you would like the talented Mr. Wimmer to pen for you, give him a call at 316-286-3487 or send your ideas to Leather Cheeks c/o Jim Wimmer, 501 S Quail Ct., Newton KS 67114.

Dual Sport Sidecar will also be a regular feature in DSN. Mike Braverman, Chairman of the Dual Sport Sidecar Association and Doug Bingham of Side Strider sidecars will be regular contributors to DSN including a great article on running the Barstow to Vegas in a sidecar. For more information on dual sporting in sidecars, check out Dual Sport Sidecar.

Aerostich Offers Safety Color

Intended to serve the special needs of the urban and bad-weather commuter and others who value visibility and recognition for safety purposes, Aerostich Roadcrafters and Darien Jackets are now available in Hi-Viz Lime Yellow (Fed. Spec. #595-13671). This garment option will assure that the rider is highly conspicuous in traffic-dense, overcast, or low light environments. Developed for use in municipal safety applications, it was found that fire trucks this color were 300% less likely to be involved in accidents. Hi-Viz Lime Yellow 'jumps out' on a primal level because it is not naturally occurring, and because the human eye is most sensitive to light in this part of the spectrum. (The eye is least receptive to red & black). The brightest color possible under visible light, Hi-Viz Lime Yellow is more effective than fluorescent colors which, because of their chemical makeup are dependent on the uv radiation in sunlight to 'glow', making them less effective at night and in vehicle headlights. The piercing Hi-Viz Lime Yellow carries plenty of visual 'punch' even under incandescent and low-light conditions. The well-known Hurt report contains data indicating that most drivers colliding with motorcyclists list *"not seeing the rider'* as a primary cause of car-motorcycle accidents. As another weapon in the arsenal of the urban commuter, these garments are unmatched. (Photographs and printed images may not fully show the visual impact of Hi-Viz Lime Yellow.)

For immediate delivery in all stock sizes (with available custom alterations), or for further information, call Aerostich/ Riderwearhouse at 800 222 1994. Prices and optional Ballistic abrasion area colors are the same as are listed in the current Riderwearhouse Catalog: www.aerostich.com FX- 218 720 3610.

Editor's Note: Aerostich did send me two color slides of a Darien jacket and Roadcrafter suit made with Hi Viz Lime Yellow material as well as a swatch of the material. It is indeed very bright and conspicuous and should be considered by dual sport riders who want to be visible when riding in the wilderness. Unfortunately, the Hi Viz Yellow looses its impact in black and

READER FEEDBACK

In the spring, has your bike been hard to start cold, didn't seem to idle right and generally didn't seem to run right? You took it to your mechanic and he cleaned the carburetor. Problem cured but the mechanic said it looked like dried syrup in the carburetor?? The best time to address this problem is at the END of the riding season. Since July of 1997 the E.P.A. has required an increase of the detergent (dispersant) added to gasoline being used in the U.S.A. This detergent is meant to help clean fuel injectors and intake valves for cleaner exhaust emissions. Some, but not all brands of these additives have been found to leave a sticky brown colored residue when they evaporate. Some of the problems this residue may cause are:

1. Carburetor floats stuck down when gasoline evaporates from the float bowl. This may happen when the rider "shuts it down and parks it for the winter." The diligent rider turns the fuel off and runs the carburetor dry before storage or periods of non-use. Residual fuel in the float bowl evaporates and may leave the sticky substance. In both cases, a float stuck down will result in a flooded carburetor when the fuel is turned back on. The excess raw gasoline overflows into the engine inlet or out the overflow.
2. If the carburetor bowl is not drained the main inlet needle may stick in the seat. No fuel can enter the carburetor float bowl.
3. Fuel injection is not immune. Fuel injectors may stick open or closed and electric fuel pumps may have check valves that stick.
4. Pilot jets, idle circuits and main jets may be plugged or partially blocked.

These are just some of the problems that have reared their ugly heads after as little as three weeks of non use. Riders in cold climates can be especially vulnerable. So, what can the rider do to prevent costly carburetor cleaning at the beginning of the riding season? You start at the end of the riding season by:

1. Closing the fuel shut-off valve at the tank and draining the carburetor bowl/s if you do not expect to use your machine for 3 or 4 weeks. MAKE SURE THE ENGINE AND PIPES ARE COOL.
2. Adding the proper amount of a reputable gasoline stabilizer to the fuel in the tank. Take a ten or fifteen mile ride to make sure the stabilizer is mixed and is through the fuel system. LET THE ENGINE AND PIPES COOL, then drain the carburetor bowl. This is the only method I use and I have not cleaned carburetors in two years. I also store my motorcycles over the winter months with a full tank of fuel and stabilizer to prevent water and rust in steel tanks due to condensation. I hope this eliminates any fuel related surprises you could have when you take that first ride on that first mild spring day.

James Boyles
Stillwater, OK
jsboyles@juno.com

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Gino:

About every few months on the KLR list, etc. there is a debate on Local Dealers vs. Mail Order. Typically the discussion centers around a trade off of service for a better price.

Why not have both? Last weekend I adjusted the valves on my '97 KLR. For the price of a phone call I got all the free help from Elden Carl on the teardown that anyone could ever ask for. Then I was ready to purchase the adjustment shims. I had used Fred Hink at Arrowhead Motorsports in the past for parts with
good results. Instead of just taking my order like the local dealer would had done, Fred asked me a couple of questions about the shims I was replacing. Sure enough, if it were not for Fred's interest I would had certainly ordered the wrong shims (and missed a great weekend of riding!).

Fair prices, the right parts the first time, and free advise; anyone who reads the DS Newsletter can get all of those. For me that is what makes DSN such a great value.

Pat
Austin, TX

Pat,
Thanks for the kind words. As most know, I am a very strong proponent for dealer sales and buying accessories from dealerships. Granted there are some items you simply cannot purchase from dealerships, such as Aerostitch products. I think time invested in establishing a good relationship with a particular shop like Arrowhead, is time well spent.

(Continued from page 3)

on the net and well worth subscribing to. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.xmission.com. To post a message to the list, send the message to **klr650@lists.xmission.com.**

DUAL SPORT Mailing list

For those wanting a little more variety, there is DUST, the dual sport mailing list. Send the message "**subscribe dust firstname lastname" to listproc@dorje.com.**

Utah Get-Together T-shirts BLOWOUT $9.00 includes shipping!

All remaining Utah Get-Together T-shirts, sizes XL-XXL are being blown out to make room for the new **Dual Sport News** T-shirts coming out this spring. The Utah Get-Together T-shirts have a rock art design of riders and KLR's. Not many of these left, so get one while you can. 100% cotton. Send check to Dual Sport News, PO

(Continued on page 5)

1999 Suzuki DR350SE

Gino Pokluda

What do you look for in dual sport bike? Do you want a hard edged machine that has loads of power, bleeding edge suspension components, and "comfort be damned as long as I can ride hard" ergonomics? Or do you want a friendly bike, that is docile, reliable and comfortable. If you are of the former persuasion, you can skip this review of the Suzuki DR350SE, however, if you are of the latter, read on.

The venerable Suzuki DR350 is now entering its ninth year of production. In its first year, the DR350 was touted as a dirt bike with lights and unlike its 650cc stable mate, has not received many modifications with the exception of electric starting and upgraded suspension. For 1999, the DR350SE, receives only bold new graphics and nothing else. For some the mid sized DR is getting long in the tooth, but for many, it may just be the perfect dual sport in its class due to its proven longevity and friendly nature.

Looking at the specification sheet, you'll note that the DR is not particularly exciting with a somewhat porky dry weight of 286 lbs and low power output. Suspension components, which were completely updated in the 1998 model, are fully adjustable and attached to a traditional steel cradle frame. As is the case with all motorcycles, however, it's not what's on the spec sheet, but how it's all put together. I'm here to tell you that despite being a little old, the DR350 is still an absolute sweetheart of a motorcycle.

Pull the choke, stab the starter and the DR jumps to life with a pleasantly quiet, chuffa, chuffa. Temperatures the day I road the DR were in the mid 40's and the bike seemed a little reluctant to warm up, hesitating and sputtering for the first five miles or so. After it reached operating temperature however, it responded to throttle smartly.

I must confess that after riding larger bikes like my KLR650 and XV920, riding in city traffic on the small, narrow 350 was bit odd at first, but quickly became fun. The DR350 flicks effortlessly through traffic and can still accelerate faster than most of the four wheelers in the urban jungle. The switch gear has a quality feel and the ergonomics are perfect for a 5'10'er like me. The seat also seemed comfy enough to spend a few hours also. After the short ride to my secret testing grounds on Kirtland Air Force Base, I had to wonder why someone would choose a bigger bike for commuting when something like the DR350 would be more than sufficient.

Many complain that the DR350 is under powered. Again, I think it depends on what you are used to. I found the DR to make adequate power, especially when I left the pavement for the off-road portion of the test. The little Suzuki will pull fast dirt road hills easily and the front end always felt planted.

(Continued on page 10)

(Continued from page 4)

Box 698, Sandia Park, NM. 87047. Make sure to state your size.

Advertising Policy

Basic Advertising

Basic advertising is available for **free** with the annual $15.00 subscription fee. A basic advertisement consists of no more than six lines placed in the Haves, Wants, Needs section; were individuals may sell motorcycle, parts, accessories and other motorcycle related items, or the new Corner Store section; where businesses that make items specific to motorcycling may sell their products. The advertisement may be changed as many times as needed as long as the changes are received by DSN by the cut-off date prior that issue. A basic ad will be published in each issue for up to one year.

Deluxe Advertising Policy

Deluxe advertising is available for and annual fee of $45.00. This includes a years

(Continued on page 6)

The KLR Page:

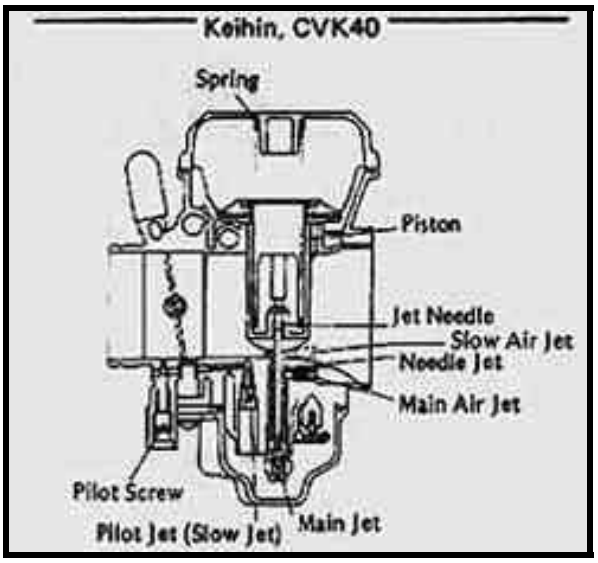
Keihin CVK40: A Carburetor Primer **Part I** by "Redondo Ron" LaMantia

Part I - How It Works

THE BASICS - Mixing and Delivering

While most of the following information applies to all CV carbs, and to some extent all carb types, this article is specific to the Keihin CVK40 found on the KLR650. Variants are on the KLX650, KLR600 and some Harleys.

The CVK40 is technically a bleed type carb, with a variable venturi that's controlled by constant velocity (CV). It's also known as Constant Depression or Constant Vacuum. The 40 in the name represents a 40 mm venturi exit diameter. Wonder why 'K'awasaki added the K...?



BLEED TYPE CARBS - Let it Bleed

Most carbs have a one piece needle jet. On the CVK40 it consists of a collar and what Kawasaki calls a holder. Most four strokes have pin holes along the length of this brass jet. These pin holes allow air from the air jet to premix with fuel from the fuel jet to start the mixture emulsification process before it enters the venturi. On two strokes the needle jet is usually solid (no holes).

VARIABLE VENTURI - Getting Sucked In

A venturi is a tube with a convex taper, (one end wider than the other). As air enters the wider end it's squeezed into the narrower section of the tube, lowering the air's pressure. The area of lowest pressure is just past the narrowest point and is called the depression. This has always seemed counterintuitive to me, but Bernoulli's Principle outlines the fluid dynamics involved in this effect. This lowered pressure, or comparative vacuum is separate from the engine vacuum. A variable venturi varies the venturi diameter at the depression by raising or lowering an obstruction. This obstruction is called a slide. On a CV the slide is called a piston or diaphragm valve.

CV or SLIDE CARB - The Great Compromise

Both the CV and conventional slide carbs are classified as variable venturi carbs. The slide on a conventional carb is directly connected to the throttle cable. Twist the throttle grip and the slide is raised in the venturi. On a CV carb the throttle cable is connected to a butterfly valve that varies the volume through the venturi. It's not the throttle, it's the pressure difference from the venturi to the outside atmosphere that moves the slide.

So which type is better? That depends on what you want to do. The manufacturers will tell you the CV is the next best thing to electronic fuel injection. It does feed a precise amount of mixture to smooth out throttle response, reduce pollution, and stretch your fuel budget and gas tank range.

This is great for tarmac cruising and feeling warm and fuzzy about doing your part to reduce global warming while pocketing some spare change. It sure makes it easier for the manufacturers to get the EPA approval stamp on the bike.

But what if you feel that no matter how much you hop up your little beast, you're never going to match the belching of that cager in the gas guzzling V12 ? What if you don't mind spending more for gas, and when you go off-road you want a burst of power to blip over obstacles or steer through a wash without fanning your clutch while waiting for the vacuum to build in the venturi? If you can discipline yourself to control the throttle so that you don't bog your engine, then you want a conventional slide carb.

(Continued on page 7)

(Continued from page 5)

subscription to DSN, an advertisement up to but not exceeding 3.5"X3.5" and a basic advertisement in the Haves, Wants, Needs or KLub Store.

Event Advertising Policy

Event advertising is free without a subscription to the DSN. You may advertise your motorcycle event two issues in advance. Simply send in a description of the event, dates, times and point of contact and it will get published.

Rights of refusal.

Dual Sport News reserves the right to edit or refuse publication of any Basic, Deluxe or Event advertising if it deems the nature or content is not appropriate.

If your mailing label has an * in the upper right hand corner of the mailing label, you will need to decide which advertising structure you wish to follow as of January 1, 1999. This is necessary to maintain the quality of DSN while keeping the cost to subscribers low.

(Continued on page 7)

... Carburetor Primer

(Continued from page 6)

HELP WANTED

We will be in need of help at the Utah Get-Together. Some of us are planning to arrive early and do some trail maintenance for the USFS and BLM. We will also need help with registration, ride coordinating and helping out with the Saturday night dinner and general errand running. If you would like to help, give me a call. **Get involved**. - Gino

NEXT ISSUE DEADLINE

The deadline to receive articles for the next issue of Dual Sport News is **April 1, 1999**. Start writing!

SUBSCRIBING

If your mailing label has a date in the upper right hand corner, then you will receive DUAL SPORT NEWS up to that date. If your mailing label has **SAMPLE** or **RENEW** in that spot, then this will be the only issue you receive until you subscribe or re-subscribe. Subscription is $15.00 a year for six issues. If you are outside the United States, the rate is

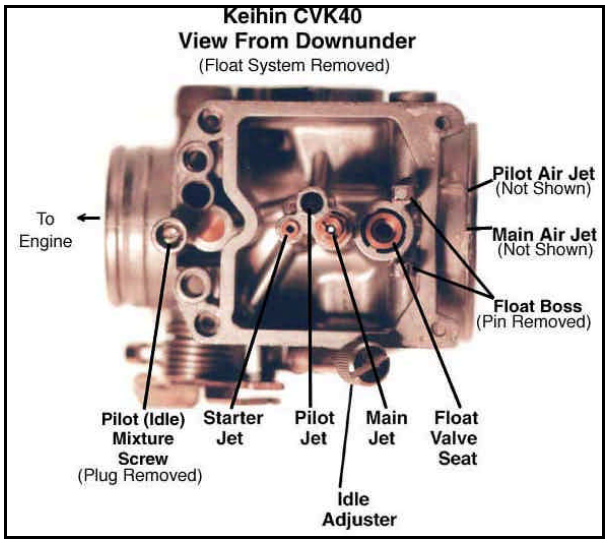
(Continued on page 8)

(Continued from page 6)

40 MM -Size Matters

With the same engine and carb design, a 38mm diameter venturi will more accurately meter the mixture on the low end, while a 41mm diameter will do a better job of supplying mixture at higher engine speeds. It's another factor to consider if you replace your carb.

MIXING AIR AND FUEL - All In the Pressure



It all starts in your engine. Think of your thumper as a big pump, happily sucking and blowing down the road. During the intake stroke the engine's piston descends in the cylinder. This creates a void that sucks in whatever is on the other side of the open engine intake valves. Unless the engine intake valves are open, the carb is not being sucked on by the engine. This vacuum action powers the carb.

Look at the 4-cycles of our 4-stroke thumperpumper.

1) Intake - piston pulls down sucking mixture in.
Intake valves open, exhaust closed.
2) Compression - piston goes up.
Intake and exhaust valves closed.
3) Ignition/Power - piston forced down.
Intake and exhaust valves closed.
4) Exhaust - piston goes up blowing out burned gas. Exhaust valves open, intake closed.

Each time the piston goes up and down, (two of the four strokes), one revolution has occurred. It takes two revolutions to complete the four strokes, or one-half of a revolution to complete one of the four strokes. At redline, your engine is sucking on the carb at a rate of over 60 times per second. At idle it's around 11 times a second. The math below shows that with a 651cc displacement, a theoretical maximum of between 7 and 40 liters of mixture are sucked in each second.

7500 .....(engine RPM)
/2 .....(2 revs per intake stroke)
=3750 .....(intake strokes per minute)
/60 .....(seconds per minute)
=62 .....(intake strokes per second)
x.651 .....(engine displacement in liters)
=40.69 ....(liters per second)

The intake valves are NOT open for the entire intake stroke. So these numbers are only to illustrate the relative difference in volume from idle to redline.

Remember Bernoulli's effect in the venturi? Sitting below the venturi is the fuel float chamber which is vented to the outside of the carb to match atmospheric air pressure. The fuel in the float bowl is also 'vented' to the low pressure of the venturi through the starter, pilot and main fuel jets.

So you can think of the float chamber as being pressurized in comparison to the partial vacuum of the venturi. The fuel naturally tries to fill in the low pressure of the venturi's depression by injecting itself through one, or a combination of the three fuel jets.

THE ODDS - Skinny or Fat

Any carb problem boils down to either it's too rich, (too much fuel or too little air), or it's too lean, (too much air or too little fuel). The 'mixture', (a mixture of fuel and air, your engine's 'food'), is theoretically ideal at around 15 parts of air to one part of gasoline by weight, (not volume). The outer limits are 12:1 and 18:1

Too rich and you're wasting fuel, spewing more pollutants, diluting your oil, fouling engine parts, and performance suffers. Too lean and you run the risk of detonation, engine operating at higher temperatures, and performance suffers.

An air-cooled engine needs to run richer (more fuel) to aid in engine cooling. This is another plus of our water-cooled system to balance out disadvantages.

(Continued on page 9)

Trip Report:
Michigan Trail Safari

by Nick Sperduto

Hello dual sporters, if your looking for some adventure, the Michigan Trail Safari is for you. Michigan is proud to claim they are the home of the "longest permanently marked motorcycle trail on Earth". The adventure starts by joining the Cycle Conservation Club of Michigan (CCC) and filling out an application for the Trail Safari. In turn you will receive a map book which lists all the trails in Michigan and a passbook. The Trail Safari route is also known as the Michigan Cross Country Cycle Trail (MCCCT). It is the shape of a horseshoe.

The starting point (or ending point) is in White Cloud on the Western side of the state. The trail runs north to Indian River, then proceeds South down to White Star. The other ending point (or starting point) is on the Eastern side of the state. Approximately half way up on each side of the horseshoe, the trail joins with a connector trail that runs East/West. It's known as the cross-state connector. All of the trails can be ridden either way. Michigan has three marked types of trail; ORV TRAIL, MCCCT, and ORV Route. The trails used for the Safari are the ORV TRAIL and the MCCCT sometimes they are the same route, sometimes they split, so you have to pay attention to the markers.

The object is to ride the entire trail while collecting proof of your accomplishment. You carry the passbook with you and when you stop for gas/lunch/motel and get some kind of proof that you were in the town along the route. I used matchbooks and gas receipts, but you can also ask the owner to stamp your page with their bank deposit stamp. Basically, anything for proof is fine. When you complete the Safari, you send the passbook back to the CCC and they mail you a commemorative riding jersey. To qualify, the trip must be done within one calendar year. You can do it all at once or in pieces. I believe in the safari aspect of and completing it all at one time. In the original days, the first riders camped, but I can't imagine carrying camping gear. We opted for motels each night. Or, you can do it the easiest way and have a chase crew.

After receiving all the necessary paperwork. Jim O'Brien and I decided to attempt the trip in May, during the week before Memorial Day.

(Continued on page 10)

(Continued from page 7)

$20.00 US.Send your personal check, money order or international money order to:
Dual Sport News, PO Box 698, Sandia Park, NM 87047

Drive Line Services
Is now making side racks & highway pegs for KLR 650, DRS350, XRL650, DR650S. Rear racks for DRS350, KLX300, XR400 &250. DLS is also making another KLR650 siderack that will mount hard luggage. They have also made a tubular engine guard that incorporates footpegs for the KLR and a radiator guard. They have skid plates for all bikes. Call Tim Bernard at 208-377-8770.

Camlebak Offer from Arrowhead Motorsports
Fred is going to stock (a limited number) the following three popular hydration systems. If you are interested in purchasing one of these systems at the Rally Headquarters then call Fred and place your order with a Credit Card deposit. Only pre-ordered systems will be guaranteed delivery due to high demand of this product as warm weather approaches. Call Fred at: (435) 259-7356 or email him at

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... Carburetor Primer

(Continued from page 7)

PARTS - Is Parts

Supplementing the factory manuals, the following text and photos should make it easier to understand how the carb works. The parts are broken into the following groups:

FLOAT SYSTEM - You're Floating In It

The float system acts as a fuel reservoir to meet engine demand. The float is hinged on a pin in the float boss. It rises and falls with the fuel level in the float bowl. The small metal tang impregnated on the plastic float supports the float valve, aka the float needle.

As the fuel in the float bowl rises, the float valve is pushed further into the valve seat, until it's high enough to shut off the fuel flow to the bowl. As the level in the bowl drops, it drops the float which pulls the float valve from it's seat, and fuel fills the float bowl to repeat the cycle.

STARTER ENRICHER - KLR Morning Coffee

This system is referred to as the choke. But that's a misnomer. When you apply the choke lever, what you're doing is retracting a plunger that opens a tube connected to the starter jet, allowing additional fuel to enter the venturi just below the vacuum hose nipple. It supplements the pilot system at start up.

PILOT SYSTEM - Steering You to Better Lows

The primary purpose of the pilot system is to supply the mixture at idle. It continues to supply fuel throughout the entire throttle range, but after about 1/8 throttle is reached the MAIN SYSTEM starts to put out an increasing percentage of the total mixture up to full throttle.

When you set the idle with that big screw on the right side of the carb, what you're doing is covering or uncovering one or more of the four small holes that are drilled into the venturi, (leading to the pilot jet) just under the butterfly valve, and letting more or less air pass the butterfly. When you adjust the pilot screw that's under the carb, you are varying the amount of air premixing with the gas before it enters the venturi.

MAIN SYSTEM - The Meat

As you advance the throttle cable that's connected to the butterfly valve, the butterfly opens to allow more air through the venturi. This increases the vacuum effect that is transferred up through the vacuum drilling (the hole you bored out for the Dynojet kit), on the diaphragm valve (slide), that leads to the TOP diaphragm chamber.

The top chamber is separated from the BOTTOM chamber by the rubber diaphragm. The bottom chamber is open to atmospheric pressure from the airbox by the crescent shaped casting on the top of the venturi. When the vacuum in the top chamber rises sufficiently, the constant ambient pressure of the lower chamber, helps the diaphragm valve overcome the downward force of the diaphragm spring, and it rises from the venturi.

As the diaphragm valve is raised from the venturi depression (lowest pressure area), the needle is pulled further out of the needle jet, exposing a thinner portion of the needle taper which allows even more fuel to rise into the venturi to meet the increased engine demand.

COASTING ENRICHER - Feed a Closed Mouth

You're blasting down the trail and you see a hairpin coming up, so you close the throttle. This closes the butterfly valve. You and your 400lb baby (the bike, not the other love of your life), are still rolling with inertia, keeping the engine revs high. Now it can't get the mixture it's trying to suck in because the butterfly valve is closed, blocking the air flow.

To compensate for this there's an air jet in the lower diaphragm chamber that transfers ambient pressure to one side of the coasting enricher's spring loaded cut off valve. The excess vacuum in front of the butterfly valve is transferred to a drilling that leads to the other side of the cut off valve. This sucks it open, allowing the pilot jet to feed more fuel to the engine preventing an overly lean condition. (Pop. Pop. Pop.)

Enough theory. Time to get your hands dirty.

Next Issue: Tuning and Options

If you have a KLR650 specific article, please send it to:
Kurt Simpson
ajax@xmission.com

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... Michigan Safari

(Continued from page 8)

We prepped our bikes well with fresh oil, new tires, tubes and cables and we sorted out tools so we didn't carry duplicates. Packed our backpacks and mounted bags to our bikes. We also did not make any hotel reservations, figuring we would travel at our own pace and decide each day where we would stop.

We were both riding 1990 DR350 S bikes with large tanks, rear fender tool bags, and front number plate bags. I packed a backpack with 1 extra pair of riding pants, 1 pair of jeans, two pair of shorts, and enough riding shorts and socks for 6 days and 3 nights, a couple of t-shirts and a couple of riding jerseys. On the bike I packed a pair of moccasins, extra gloves, two tubes, tools and a camera. I hung my camelback off the back of my backpack. I was pretty loaded down by this point. We also had helmet communicators which made things much easier since we could talk to each other from a short distance (like across a road) without shouting.

We packed our stuff into my pickup truck and left New Jersey on Sunday May 17th, 1998 at 4 p.m. I drove till we crossed into Michigan and decided to get some sleep at a motel.

We anxiously awoke Sunday morning, initially planning to start the ride on Tuesday. We got up and drove the rest of the way to White Cloud, arriving in town around 12:30 p.m. We found our friend's house where we would park my truck for the week and since it was early afternoon we decided instead of getting a room in White Cloud, we would just start out on the trail. There's not much to do in White Cloud anyway. Actually, there's not much to do in any of the towns we stopped in.

CAPTIAN'S LOG- STAR DATE <u>Monday May 18th, 1998 : DAY Map pages 1 and 2</u>

We got suited and all geared up and I realize that I left my favorite vented riding jersey at home in NJ. The temp at 1:30 p.m. was 80 degrees and humid. If anyone has ever been to the Michigan woods, they know that heat and humidity are almost non-existent. The temperature was running about 15 degrees higher than normal. The lady in the gas station told us that at this time last year, they had snow. We found the beginning of the MCCCT at the parking area on M-20 just outside of White Cloud. We started out on the trail which started as a forest road and soon turned onto the single track. The single track was sandy (actually, most of Michigan, except for Drummond Island is sand), but not that deep annoying, "help, I can't keep this bike going straight" deep sand. The trail was wide enough for a quad, it rolled up and down over small hills and around trees with beautifully formed high berms and occasionally traversed over some whoops. It took a little while to get used to all the extra weight we were carrying. It was a completely different feel to go around berms and over whoops with all this extra weight placed so high on the

(Continued on page 18)

... DR350SE

(Continued from page 5)

You get the first hint of the upgraded suspension on the wash board surfaces, with the front and rear feeling composed. Moving onto some double track, the DR350 begins to come into its element. As the trail tightens, the DR gives the rider a more confident feel than the bigger 650cc class dual sports would. Having only tested larger dual sports up to this point, DR350 seemed almost like a motorized mountain bike when I hit the single track and was easy to manage as long as I did not overwhelm the suspension. Which brings me to the second most criticized aspect of the DR350. Almost every DR owner immediately sends the forks and rear shock off to be re-valved and/or rebuilt. If you are planning on aggressive riding, I guess that is fine, but the stock DR's suspension falls somewhere in between my KLR650's Progressive tuned suspension and the top shelf suspension of the KTM LC4 640 and is well sorted out for the bike's intended purpose.. Another nit-pick by many is the weight of the DR, which at 286 dry is almost as much as some of the lighter 650 class dual sports. While this may be true, the Suzuki hides most of that in a compact wheel base, which makes tight maneuvering a breeze compared to a stretched out Honda or KTM.

Heading home on the open highway is where you are reminded just how small the DR350 is. As good as the engine is and as nice as the six speed tranny works, the bike still struggles at any speed above 65mph. Its lightness allows it to be blown around by passing trucks and moderate crosswinds. This is not a highway bike by any stretch of the imagination. Never the less, the DR350SE would be tempting to take on a back country/back road weekend tour.

The bottom line is the DR350SE is a great bike if your idea is riding trails at a light to moderate pace and don't care too much about getting air and busting berms. It is also a great bike if you like to tinker as it has enormous after market support with every imaginable accessory from upside-down forks and trick swing arms to three options in fuel tanks and complete third-part replaceable plastic. Want more power in the same package? Choose from 400cc to 435cc big bore kits that will bring out the wild thing from the mild mannered DR. If that doesn't make you a believer in the little DR, then maybe he fact that it is now in its ninth year of production and onto its forth year as the best selling dual sport in America. To me that means success and you don't argue with success.

Special thanks to R&S Kawasaki for loan of the DR350

TECHNICAL INSIGHTS

By Elden Carl

My friends from Israel, Avi Feshal, Ohad Uziel, Ariel Arbel and Lior Berler arrived in Panama. SO far they have covered 9,300 miles without any major problems. Minor problems include the following: two flat tires, broken on/off switch and broken turn signal lights (both the latter from a fall).

One of the guys attempted to cross a river which turned out to be over six feet deep. The carburetor and combustion chamber filled with water. They drained the carburetor and pulled the spark plug and after turning the bike upside down to drain the water from the combustion chamber, they reinstalled the plug, put gas tank back on and the bike started right up. How did they get across the river? They built a raft!

So far the guys have replaced three clutch cables, one headlight bulb and gear change lever. They say they are amazed at how well the KLR's are performing and as each day passes, they love the riding and handling of the bikes more and more especially after redistributing much of the carried weight forward and down (which I had suggested before they left).

I have finished testing the 1998 cams in my 1993 engine and can tell you that they work fine. I lost no low or midrange power, but the bike runs stronger on the top end. If you are rebuilding a pre 1996 KLR engine and need new cams, buy the 1998's.

1995 and 1996 were transition years for the KLR650. The new clutch got into some of the 1995 models and these are the same parts in some of the 1996's. The magic engine number for when all of the updates were completed is engine number KL650AE032210 according to the parts fiche.

After closely studying my 1993 54,500 mile engine in the company of Scott Waxman, engineer and Vey del la Cruz, master tuner and engine builder, I am ready to report the following. If you ride your KLR650 hard in the dirt and on the street, you probably will need to rebuild you engine at approximately 60,000 miles. My 54,500 mile engine needed the following: Cam and balancer chains, all balancer sprockets (including the one on the crank shaft), all four balancer bearings, balancer/idler shaft and bearing, new rings and hone (although I was close to a rebore and oversized piston).

I do admit that I had not discovered the oil level guage problem and therefore did not keep my oil at optimum level for the first 20,000 miles. I had also not been told by my oil guru, Richard Law of Law Co. to use only 20w 50 Golden Spectro or equivalent motorcycle specific oil. If you are in a real cold climate, you may have to use 10w 40 in the winter.

Scott Waxman thinks it would be possible to make 100,000 if:

A. You are a street rider only and don't cruise over 70-75mph.
B. You change your engine oil approximately every 2,5000 miles and filter every 5,000 miles (using only top quality motorcycle oil).
C. You change your cam and balancer chains every 33,000 miles (very important).
D. You install a new balancer idler shaft and bearing when you change the balancer and cam chains (This bearing is side loaded and not oiled well).
E. You maintain engine oil level above the window (add 10-12 ounces when you see a bubble in the glass).
F. You keep your air cleaner clean and oiled.

The two biggest problems in the KLR650 engine are the crude chain driven counter balancer mechanics and the huge counter weight loads put on the balancer shaft bearings especially at high RPMs. The better you take care of the engine, the longer it will last, especially if it isn't run real hard.

Tim Bernard of Driveline Services, who sells those great side racks, has both a KLR650 and Suzuki DR350S. He says that if he is going on a one up trail ride, the DR350 is under him. If the wife wants to go, out comes the KLR650. My sentiments exactly.

KLR650 owner, Jim Bellach, tells me that his stock fork boots only lasted one year and 7000 miles. His 1986 Honda XR600 fork boots are still good, however. If you need to replace fork boots, go with Acerbis or some other aftermarket boot that holds up better. By the way, Jim has experienced the starting problem caused by the faulty side stand switch. I have had no problems since doing away with both the side stand and clutch switches (years ago).

Somehow the valve check info in the last edition of Dual Sport News got all jumbled up. Thekey is to check the valves at 500, 1500, 3000 and 6000 miles. If they don't move between 3000 miles and 6000 miles, I set them at .005" to .007" intake and .008" to .010" exhaust and then only check them every 10,000 miles. The exhaust valves close very slowly after they settle in, but I've never them out of spec.

My Suzuki DR350 tends to stay put on the intakes pretty well, but tends to loosen on the exhaust side, so I set them in the middle on intake and on the tightest setting allowed on the exhaust. The key is to record how you find your valves and where you set them each time. That way you can see if they have a tightening or loosening tendency and respond

(Continued on page 17)

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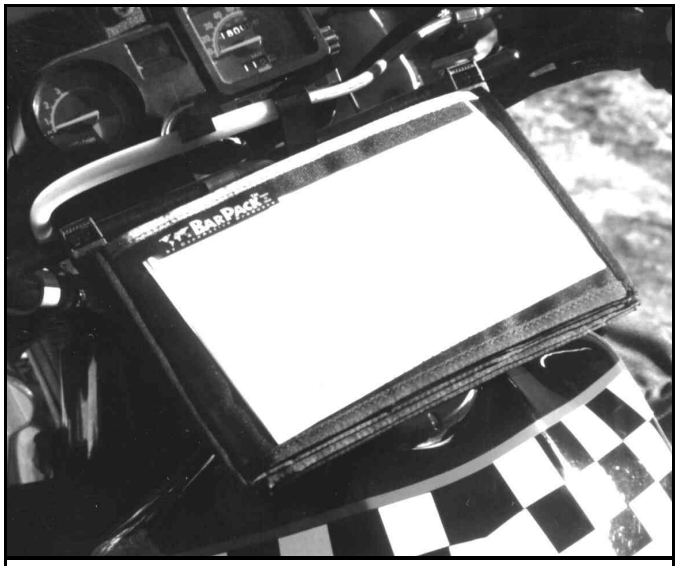
REVIEWS

BEHIND BARS

I have always been a big fan of tank bags. For me, they are an indispensable traveling companion, allowing you to read maps and grab things from the relative comfort of your saddle. Dual sports have always presented a dilemma with regards to tank bags. While some models offer a nice bag, such as BMW for the GS series and Kawasaki for KLR650, you usually have to fabricate some weird mounting method and have your bag flop around on your tank like an ice bag on W.C Fields' head. Fortunately, two companies now offer alternatives for those of us who rely on tank bags. CycoActive and Dual Star offer what are called bar bags which mount to the handle bars of your bike and allow you to enjoy the convenience of a tank bag with out the added headache of movement and mounting. They are easy to mount, use a space that is readily available and offer all of the conveniences of a bulky tank bag. These packs rest on top of the fuel tank and turn with the handlebars which means there is some abrasion going on especially in dusty off road conditions. If you want your steel tank to remain shiny, you should invest in some thick, number-plate clear vinyl to cover the top of your tank. Also, both of these bags tend to get caught up on gas cap vent hoses. Both are adaptable to any bar configuration, with and without crossbars. These wonderful bar bags are as different as they are similar however, and each offers its own unique set of advantages.

CycoActive BarPack

The CycoActive BarPack is amazingly simple, yet extremely versatile. The pack is basically a large folded map holder that has a few tricks thrown in. The BarPack attaches to the handlebars by means of some side release buckles that are zip tied to the handlebar cross bar or the handle bar itself. When folded the, the BarPack is 5" by 9", displays a small clear map pocket and sits up on the handlebars so that you do not have to move your eyes nearly as much as you would with the map holder on a tank bag. Unfold it once and a zippered mesh pocket and two slide pockets are revealed for light thin items. Unfold it once more and a large 12"by 18" clear map pocket displays before you. Strategically placed hook and loop patches keep the BarPack folded until you are ready to view the entire sheet. The BarPack is mainly designed for slim items like a notebook, calculator, glasses and such. The BarPack does tend to "fly" when lightly loaded but never to the point of obstructing vision or becoming a hazard. The BarPack comes with a nice web belt and buckle for wearing it like a fanny pack when you get off the bike and walk around town. At $40.00, the BarPack is a bargain and is definitely a welcome addition to any dual sport or any street bike for that matter.

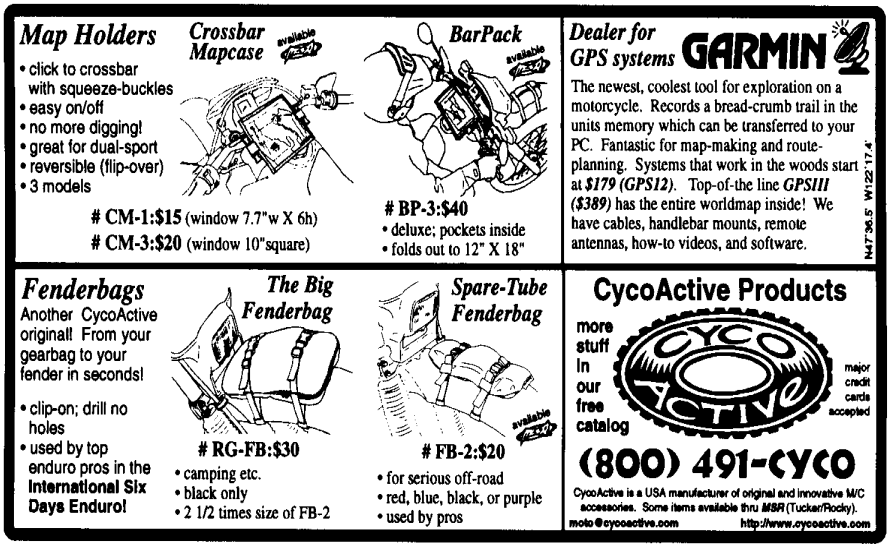


The CycoActive BarPack. Simplicity of design make this an affordable map and small item holder. Small map window lets you navigate on the go. Also a great place to stick Post-it Notes!

Dual Star Co-Pilot

The Dual Star co-pilot is on the upper end of bar mounted packs and more resembles a piece of luggage than the CycoActive BarPack does. The Co-Pilot has a fanny pack design with a large main compartment that can hold thicker items than the BarPack although I would discourage delicate items like a camera or cell phone (unless used with a padded cover) as

(Continued on page 17)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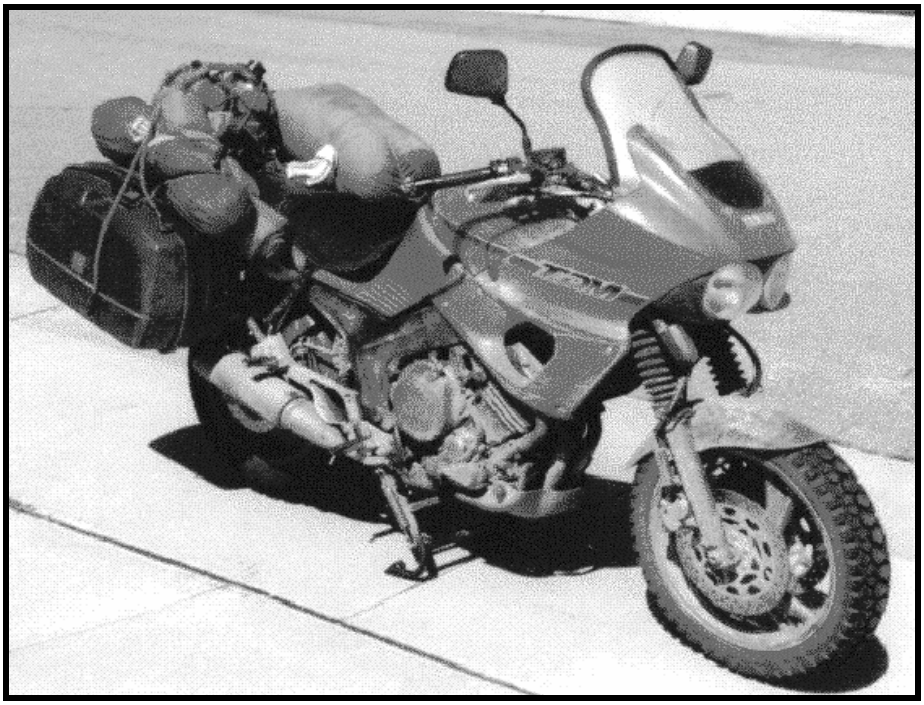
HOME GROWN

Steve Johnson

Yamaha TDM850



Gino asked me to do a review of the TDM. Since I was the editor of the TDM newsletter for a year, hey why not. I have racked up 25,000 truly fun filled miles. I have never met such a versatile bike in my life – I call it my 140 MPH dirt bike. I have done more trails and more roads than any other bike I have owned. My TDM has taken me 7200 miles to Alaska, six times around the White Rim Trail, six times over Mosquito pass (13,400 foot pass – highest pass in Colorado), on the insane Elephant Ride and over Georgia pass.

Some people bought the TDM to be a nice sport bike. Sport Bike Magazine compared it to the BMW R1100RS, Ducati 900, and the MotoGuzi 1100. They compared top gear roll ons from 50 MPH and third gear roll ons from 50. Third Gear Acceleration from 50 MPH

In the real world, the TDM walks away from the other big twin sport bikes costing twice as much. The TDM is an 850cc 5-valve per cylinder parallel twin. The engine dynos out around 70 Hp and 50 Lbs. of torque. The engine is remarkably smooth. I had a friend that rode it and claimed the engine was smoother than his 4 cylinder 1100. And being a big twin, it has lots of torque. After about 35 MPH, just stick it in high gear and go. One gear for 35 to 135.

So why does this report appear in Dual Sport news?? Well frankly I pick the TDM as my Dual sport bike over a BMW R100GS/PD. This requires some explaining. I tend to buy bikes by the numbers. Back in 1993, your typical "Street" bike had about 4 inches of wheel travel. The BMW R100GS/PD had 8 inches. The TDM had 6 inches. The TDM had a very up to date suspension compared to the BMW. Both ends of the bike were very controlled; the R100GS seemed very soft and frequently bottomed out. The TDM you sit "in" the bike where as the R100GS you are perched on top of the bike and stood tippy toe. The TDM was narrow to be able to slip between rocks and ride close to the side of the trail. The R100GS feels more like a grader going down the trail with those big jugs sticking out. You are very limited *where* you can place the bike on a trail. Plus the TDMs were selling for $5k and the BMWs were running $8.5K. The only problem was tires!

Tires about drove me crazy. The rims on the TDM were clearly set up for street rubber. At 110/80-18 up front and 150/70-17 in the rear, it was very difficult to find suitable dual sport tires. My first solution was to try an Avon AV24 Gripster on the front. This tire was designed to be a Rear tire on small dual sports. It fit, but I had to run a tube. The Rear was much more difficult. At the time, only a Pirelli MT60 was available in a 140/70-17. It worked reasonably well. Now with the introduction of the BMW R1100GS, they share the same rear rim size. I also have several choices for front tires, Pirelli MT70, MT60, Michelin Sirac, and the Avon Gripster. They all wear like iron and had the nice side effect of lightening up the turning of the front end. The only thing I can figure is the less rubber contact makes it easier to turn at low speeds. On the rear I now run the Avon AV34 Gripster. Other good choices are Michelin T66, Pirelli MT80, or the metezler Enduro 4

I found several wonderful add ons. First was the Givi Luggage. Now I don't purchase a bike unless I can attach this wonderful hard-sided bags. Second, a taller windshield from Clearview in Colorado. I got one of the first prototypes. Third was a center stand from Capitol Cycle. And Last was Crash bars, order from England. Together it makes the perfect bike for me.

My bike has had real problems. From my experiences with the newsletter, most TDMs are extremely reliable and mine is the exception. I have had problems with zero valves, had to have the head reworked at 10,000 miles; one fuel pump, three fork seals (I keep popping them when I get air born off jumps), and one voltage regulators. Even with all those problems, I would buy another one in a minute. I have never had so much fun with a bike in my life!

You can read about my experiences with the TDM at the TDM web page. www.interlog.com/~lcl/tdm. I have articles at http://www.interlog.com/~lcl/tdm/dualsp1.html , http://www.interlog.com/~lcl/tdm/moab.html and http://www.interlog.com/~lcl/tdm/dualsp2.html

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Dual Sport Sidecar

If you love dirt bikin', you'll get hooked on the newest way to do it in the dirt... on a dual sport sidecar! Involve those you love in the sport you love by going on 3 wheels! Friends, family, children, - even your dog can part of the fun.

Did you know that dual sport sidecars are not only off-road machines, but are street legal too? Imagine being able to ride your sidecar to your favorite off-road riding spot, spend a day in the dirt, and at the end of the day ride it home. No trailer required!

Not only are sidecars a lot of fun, but they are also very safe. You can use them for everyday transportation. Unlike solo bikes, sidecars are much more easily seen in traffic. Having 3 wheels makes it very difficult to fall down... no balance required!

How much is this going to cost me you ask? NWCH less than you may think. Using a moderately priced street bike, adding a sidecar, and doing the required modifications, you can get in the dirt for well below HALF the cost of most new dual sport motorcycles on the market today.

In 1997 there were 7 dual sport sidecars entered in the annual Los Angeles to Barstow to Vegas off road, 500 mile, 2 day event. Everyone involved in this unique riding experience had an unforgettable time. The participating sidecars got extensive coverage in CYCLE NEWS and were highlighted on television on MOTOWORLD. John Siebler, AMA District 37 Dual Sport President, is an avid supporter of sidecars and has been instrumental in getting provisions for sidecars included in off-road dual sport events.

A dual sport sidecar club has been fon-ned for the support of off-road dual sport sidecar riding. Membership dues are $15 per year and include a quarterly newsletter. Side Strider of Van Nuys, California has offered support to all new dual sport sidecar members. Sidecars, tires, fenders, and accessories will be available at 15% above wholesale cost ftom Side Strider.

Interested? For club membership or general information contact:

Mike Braverman, Dual Sport Sidecar Chairman 13691 Gavina Ave., #643
Sylmar, CA 91342
(818) 364-5867
E Mail: sidecarmike@earthlink.net
Web Site: http://home.earthlink.net/-sidecarmike

Doug Bingham @ Side Strider
15838 Arminta St., Unit 25
Van Nuys, CA 91406
(818) 780-5542
E-Mail: Sidestridr@aol.com
Web Site: www.sidestrider.com

1998 Los Angeles to Barstow to Las Vegas Sidecar Style
By Mike Braverman

November 27th finds the alarm clock going off at 3:30 am. Having just said goodbye to those who joined us for Thanksgiving dinner about six hours ago, I found myself suiting up for my second Los Angeles to Barstow to Las Vegas dual sport ride. This year there were a total of six sidecars entered. We had been planning for this day for the last six months or so. Wait Fulton and I entered on my Honda CB750/ Sputnik rig. Perry King and Alex Weinberg were there on a Yamaha XS650/Ural sidecar. Bethel and Diane Ethridge had their Honda 75OVelorex hack. Brian Carter and Russ Smith came down from Sacramento with their BMW GS100/Ural combination (can you say 11 gallon gas tank?). Doug Bingham and Mike Young came with a Honda 750/Ural rig. Matt Sweeney and Lucinda Strub came out on their ATK 605/ prototype sidecar.

I felt a lot more comfortable than I did last year at this time having the experience of my first B to V ride to fall back on. Even though this is a ride that utilizes mostly old dirt roads, jeep trails and powerline access roads, it's still quite a test of skill. There are many sections that are tough to get through on a sidecar and require some careful placement because of the width of the rigs including narrow canyons with large rocks.

The start of this years event left from Mountain Motorsports in Ontario, CA. Day one would cover 196 miles and would end up at our overnight stop in Barstow. The sidecars, and also many of the solo bikes, opted to take the pavement section for the first 20 miles due to not wanting to create a bottle neck in the narrow, rocky uphill section right from the start. We turned off the pavement and made our way through Lytle Creek. We then made our way through about 20 miles of twisty, rocky road up through a heavily wooded area and were treated to some great views. This is where we had our first sidecar casualty. Perry King had the front down tubes of his leading link snap on his rig and ended up getting it hauled into Phelan for repairs. It put him out for the day but he was back again for the start of day two.

We then hit the pavement again at Lone Pine Road and after a short ride toward Wrightwood, We cut off the road and hit a section where the center of the trail would literally drop some three feet down. Unfortunately, we had to place the sidecar down in the low spots because the span was too great from each side of the trail to allow us to track the sidecar over the center of the trail. Needless to say, it took some careful placement and body english to get through it. We all had to dismount at some point and lift and push our rigs through some of it. I guess it pays to travel in numbers. From there we hit Hwy. 2 and went across Hwy. 138 into Phelan for our first gas stop.

After refueling, we got back on Berkeley Road and made our way around the back side of Adelanto.This was a very dusty section that took us around the eastern side of El Mirage Dry

(Continued on page 16)

... Barstow to Vegas Sidecar

(Continued from page 15)

Lake. We went out past Red Buttes to the Buckthorn area and it was somewhere in this area that I encountered about an eight foot drop off. I was traveling along at about 40 mph when it seemed to come out of nowhere (honest it just jumped out and bit me). Strike one. I turned the throttle off for a split second and then realized that I could in no way stop in time and if I didn't want to land on the front wheel, I better get back on the gas. We flew off and landed level and I believe this where my footpegs first began to droop. We then made our way into Silver Lakes to the lunch stop, and checked the bike over and grabbed some fuel.

Dual sport sidecars are great in off camber situations like this as long as you use a little body english.

After lunch we hit some deep sand (which we were to find out was nothing compared to the sand dune section of day two). Making our way through the Stoddard Valley OHV area, we somehow got off course and ended up about 8 miles below where the course intersected Hwy. 247. Up the pavement about 13 miles put us in Barstow for the night. We checked in and got the next day's roll chart and proceeded to grab a shower (aaaahhhhhhh) and dinner and prepare ourselves for the 240 miles that faced us on day two.

We left Barstow the next morning at sunrise and made our way past Calico Ghost Town and then Chimney Rock. It was very cold. I had just started into a fun sand wash section when I noticed the throttle was stuck open. We made it out of the sand onto a hard packed area and began to look over the bike. After a few minutes, our initial inspection showed nothing wrong; both cables appeared to be doing their job opening and closing the throttle. I just couldn't bear the thought of ending our ride this way just having completed only about 20 miles of the day's ride. This meant our first trailside repair was upon us. After removing the seat and gas tank, we got a closer look at the cables and linkage. Eventually, I found a small rock that had lodged itself against the stop where the throttle linkage would normally come to rest. After about a 45 minute delay we were back on the road (so to speak).

After the sand wash, we found ourselves on a 50 mile dusty stretch of power line road under a 30 mph speed limit because of the desert tortoise area we were in. As we left the reduced speed section, I picked up the pace a little bit (okay .... a lot) and then encountered another eye opener. we were traveling along at about 50mph, just minding our own business, when out of nowhere (again) we found ourselves exiting stage left across the desert.

We had hit a pretty good size rut and the front tire must have hit it at a slight angle. The only thing that kept me from leaving the bike (well, actually I had left the bike but stayed somewhere in the vicinity of above the bike with feet and hands flailing wildly) was that Walt had reached over and grabbed the back of my jacket and held me from coming off completely. After at least 150 feet of bouncing off the dunes and through the bushes, I somehow got my hands back on the bars and regained control of our 1000+ lb. sidecar rig and got back on course. Strike two. Th must be where the footpegs completed their journey and ended up pointing down to the ground at a 45 degree angle. Another few miles and we came into the check point and spent over an hour removing the pegs and bending them back with the help of the Honda Factory support truck. Thanks guys!

From there, we were 9 miles from Baker and our first gas stop. After fueling, we asked one of the officials about the upcoming section that was marked on the map "use caution". He told us that section was absolutely the most fun of the whole two day ride. Hmmmm let's see. Most fun must mean that it wouldn't be sidecar friendly. He assured us that we could make it through. By this time, it was after 12:00 noon and we had a decision to make. We could take the bail out pavement (like the other obviously clearer thinking sidecar teams) and try to catch some dirt at the end into Vegas, or we could continue on and bail out later if it started getting late. We decided to press on in the dirt. You see, last year I was only able to ride about half the course because of numerous mechanical problems. I really wanted to try and complete the course this year. This desire probably clouded my otherwise (up to this point) sketchy judgement even more (remember the previous two strikes?).

TO BE CONTINUED

...Technical Insights

(Continued from page 11)
accordingly.

Race prep and suspension whiz Bob Bell of Precision Concepts had a great 1998. His XR's won four of the top five places in the Baja 500 and second overall, First Class 30 and First Class 40 in the Baja 1000. Bob did the full prep on Honda's number 2 race bike and nearly beat the factory number 1 bike in both the Baja 500 and Baja 1000. Bob also built the bike that won the 1998 Best in the Desert over 450cc 4-stroke class championship.

Bob Bell has finally finished his study and R&D on the stock KLR650 rear shock and concluded that it can be made to work well. He offers the following:

- ? Rebuild and revalve for $99.00.
- ? Rebuild, revalve and convert to gas with a remote, adjustable compression bottle for $214.00.
- ? The same as B except with Gold Valve for $324.00.

Suggested extras include:

- ? Hard anodize shock body for $60.00.
- ? Custom spring for riders over 150lbs. $79.95 (Note: Spring allows stock preload adjuster to be used).

Bob also offers to rebuild and revalve front forks for $120.00 (add $60.00 for anodizing) and standard shock service for all brands for $49.00 (Note: there may be extra parts charge depending on what is found upon teardown).

For more information, contact:

Precision Concepts
1675 N. Johnson
El Cajon, CA 92020
619-593-7473

Rod Morris, Scott Waxman, Sam Jones and I have all been greatly pleased at the ride improvements rendered by Bob Bell . It's called comfort and control, folks.

TECHNICAL QUESTIONS WANTED

Have a technical question you want answered? Send it into to us and we'll get an answer for you regardless of brand. We have managed to establish a great resource of knowledgeable dual sport enthusiasts who can answer just about any question, bike related of course, you can ask. Send tech questions to Dual Sport News, PO Box 698, Sandia Park, NM 87047 or e-mail to k650dsn@aol.com.

...Reviews

(Continued from page 12)
they will be bounced against the tank as you ride on rough terrain. The Co-Pilot measures 13 inches across, 7 inches high and 3 inches deep. It features high quality, heavy-duty zippers with silent pulls so you don't have to hear them tinkle as you ride and are easier to pull with a gloved hand. The

Dual Star's Co-Pilot is a fanny pack that straps to your handlebars. Well thought out design, but you have to open it to view the maps.

Co-Pilot can attach to the handlebars two different ways; via a foam cross bar pad that zippers to the main compartment, or two thick hook and loop straps if a cross bar is not available. Opening the first hook and loop flap reveals a small zippered compartment for smaller, thin items. Elastic straps allow for the organizing of pens, small flashlights and tire gauges. Pull down on that same flap and the waterproof 13-inch by 10.5-inch transparent map sleeve rolls out. Up to three transparent sleeves can be attached to the Co-Pilot for map storage giving the rider six map faces in any combination of clear glossy and transparent matte finishes. The maps must be unfolded to be viewed, an inconvenience for those who like to navigate on the go, but probably a safer feature. With the map sleeve unfolded, another zippered pouch is exposed; this one is transparent and allows you to see the contents. The large, dual zipper main compartment has a mesh divider and is easily accessed from the seat. Like the BarPack, the Co-Pilot has a web belt with heavy buckle that allows it to be used as a fanny pack and will accept other Dual Star accessories such as a GPS holder. At $69.95, the Co-Pilot is a far better value than some tank bags and is far more versatile for the dual sport rider.

... Michigan Safari

(Continued from page 10)

bike. When trying to throw a bike into a bermed turn, all the weight wanted to throw you right to the ground. Actually a couple of times each day it did. Were proud to say we took many soil samples this week. It also didn't take long to remember that all the trails are two-way traffic. We came across one quad, but we both saw each other in time and it wasn't a problem. I radioed back to Jim through the helmet communicator that there was a rider coming his way. This is another great benefit of the communicator. We kept following the trail markers, which consist of orange triangles nailed to the trees with a picture of a motorcycle and MCCCT printed below it. The first decision we made by looking at the map and taking advice from other riders, was to take the short way around the "BIG-O" loop and head towards Baldwin. If we were energetic, we could ride the long way around on the way back. We decided to follow the current trail until we intersect the BIG-O parking area and then follow the short side of the loop, the LITTLE-O section. We got lost and using the map and some black top, we found the BIG-O / LITTLE-O trail junction. We knew it was the junction because of the map posted at the trail crossing. We studied the map for a few minutes before we realized that the position it was posted in was not the way we were looking at it. Kind of trying to read a map upside down. We finally pointed ourselves in the correct direction and headed off again. All I could think of at this moment was "I hope it doesn't go this way for six days". We rode more twisty, sandy single track, but with more whoops in this area, it was not very fast. It was definitely a worn in trail and wasn't hard to follow. We rode for a long distance crossing roads that we didn't know what they were. It was getting late when we finally came to a paved road crossing and determined from the map that it was Carps Road; since it was 7:45 p.m. already, we decided to make it a modified LITTLE-O loop and ride the blacktop into town. According to the map, Carps road would take us right into Baldwin, so we headed towards town. Then we ran into a problem, Carps Road eventually turned to dirt and was closed. We wandered around for about 15 minutes and finally found our way into Baldwin and wandered around for another 30 minutes before we found the motel. We get to the motel, the kind of motel that has individual buildings with a couple of rooms each. We check in and the owner appears to be half soused. He says, "I'll put you in room #9", then we have small talk while he's doing the paperwork and he says again. "Hey, I think I'll put you in room #9." Then he starts telling us how there were thousands of bikes there the previous week for a bike blessing and he sold out all of his 12 rooms and he could have sold 50 more at $100 a room. Then he says again "I think room #9 would be a good spot" So I ask him. "Where is room #9 ?" He points straight out the door and says "Well, the first room in that building is #1, so # 9 must be at the end of the row" So I walk out the door and he stops Jim before he goes out and says "No, wait. What room did I put you in ? Room # 9 ?. Oh that's behind us, in the back" Then we asked if there was a good place to eat in town. He says, "No, they're all pretty lousy" Anyway, we get to the room, had to pay an extra couple of dollars for two beds. Every motel owner wanted to sell us a room with one bed. We shower and make our way out to a bar on the other side of town on a lake. We found it while we were looking for a motel. We had dinner and it was ok. When we got back to the motel, the owner let us put our bikes in the garage and lock it, so that was a plus. Finally went to bed at 10:30 p.m. Total miles today 80, about 65 of trail.

TO BE CONTINUED.

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Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

For Sale: 1987 KLR650 engine 16,000 original miles. I will build the engine to suite your fancy. No labor, just cost of parts and engine. **Two** almost new stock shocks for sale. **Set of wheels** with Buchanan stainless spokes and nipples (1.85 front rim). **Gas tank**, primed. Set of **stock wheels**. 1987 complete **electrical system** with 16,000 miles. Rear **sub-frame** unpainted. Miscellaneous engine parts. Elden Carl 619-440-2960

Wanted: Corbin Seat for KLR 650 (1995). Prefer black naugahyde. John Wilson 918-749-9299

Wanted: KLR650 to replace my crashed KLR. Must have low miles, be in good shape and be priced around $1,000.00 Call Jerry Young 541-382-4763

Wanted: DR650 Suzuki engine, any year. Jim Platek 405-377-7852
For Sale: KLX650, 1994 super clean with extras. $3200. Jim Platek 405-377-7852

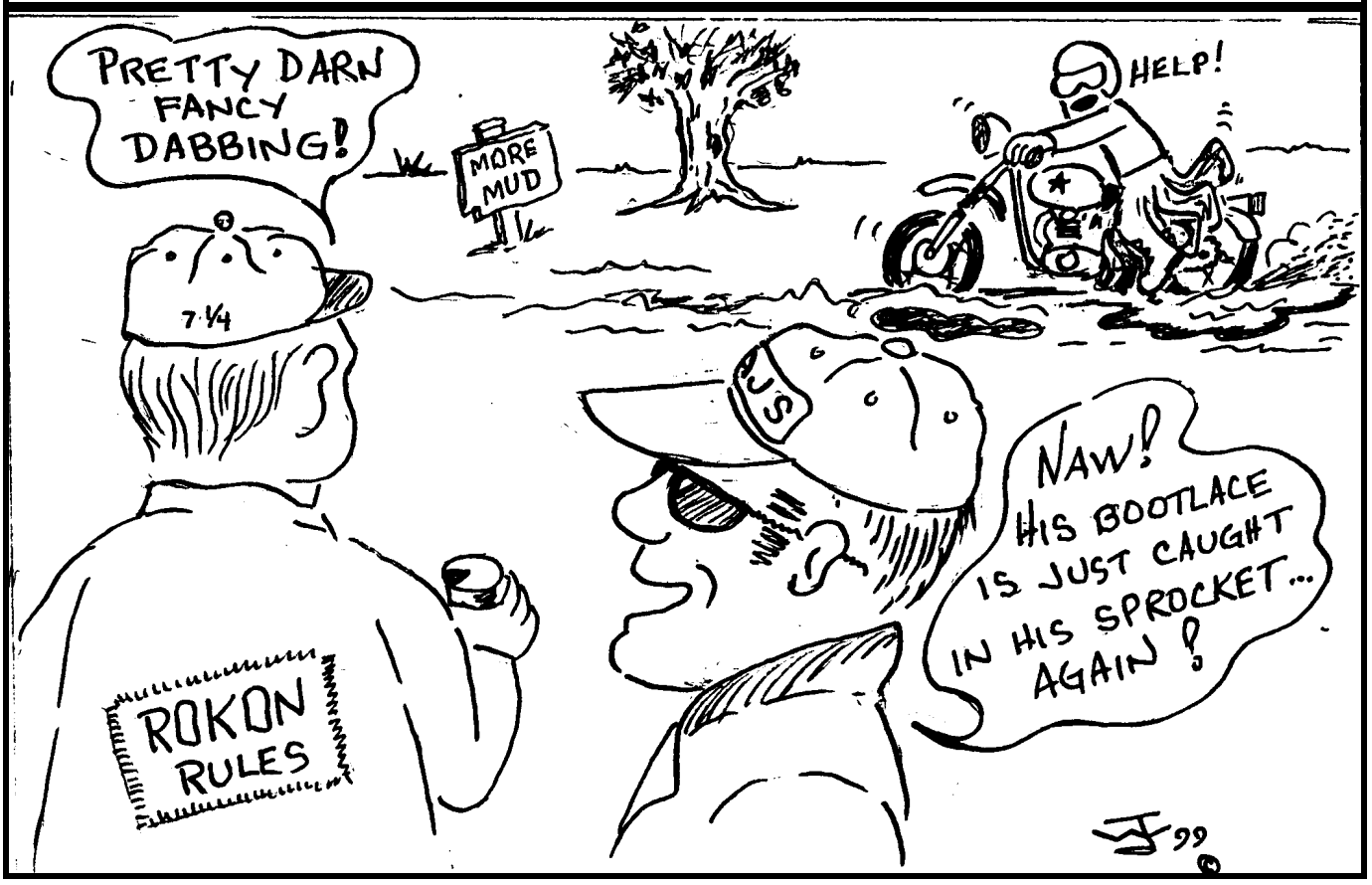
For Sale: 1998 KLR650. 5K highway miles, Dynojet kit Stage 1. Chris in San Antonio, 210-846-2667

Wanted: Corbin seat for KLR650 Call Mike Mundell 515-967-4001

For Sale: 1998 KLR650, bought new in Oct-98, 1000 miles, Kawasaki soft luggage, Clearview +4 w/s and heated grips. $4200.00. Moscow, Idaho. Call Bert Fox 208-885-1962.

For Sale 97 KLR650. 6,200 miles by meticulous, mature owner. Over $2,600 in accessories incl. Supertrapp, Side racks, Lowering links, Kawa. tank and tail bags, Lockhart flush-mount turn signals, BMW-style electrical outlet for heated vest, etc.,K&N, Acerbis hand guards, Dyna Jet, bigger windscreen, highway pegs, weighted bar ends, high watt headlite, Moose skid plate, Progressive springs, much more. Recent $500 major service incl. 2 new Gripsters and Metzeler heavy duty tubes. Always carefully ridden and maintained. Must sell, will sacrifice, $4,150. Bruce 602.661.1390 or email: bt1113@earthlink.net (bike in San Diego)

LEATHER CHEEKS



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